

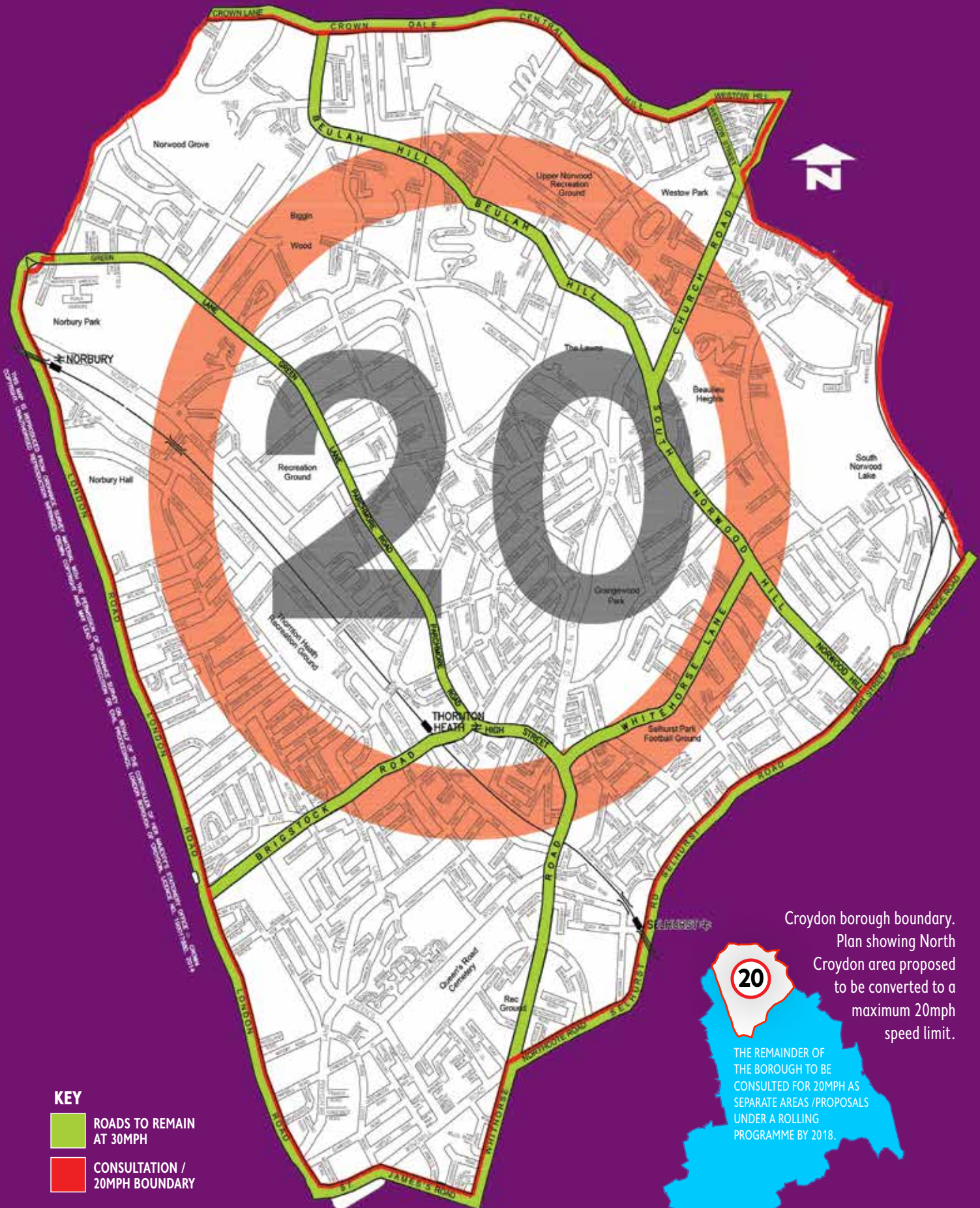
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North-Croydon (Area 1) Maximum 20mph speed limit proposal

FREQUENTLY ASKED QUESTIONS (FAQS)



SURVEY AREA



Croydon borough boundary.
 Plan showing North Croydon area proposed to be converted to a maximum 20mph speed limit.



THE REMAINDER OF THE BOROUGH TO BE CONSULTED FOR 20MPH AS SEPARATE AREAS / PROPOSALS UNDER A ROLLING PROGRAMME BY 2018.

KEY

- ROADS TO REMAIN AT 30MPH
- CONSULTATION / 20MPH BOUNDARY

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1. What is this proposal about and how did it originate?

The proposal is to introduce a maximum 20mph speed limit across Croydon. This came about following discussions with local people and the desire to improve road safety through a reduction in the number of injury collisions, to encourage walking and cycling, thus making a positive contribution to improving health and tackling obesity, to improve accessibility and reduce congestion, and improve the local environment, quality of life and community cohesion. This proposal was part of the current administration's manifesto and is in line with the council's overall objective to increase road safety and encourage safer sustainable modes of transport.

2. Is it safer to drive at 20mph?

Yes. According to the Royal Society for Prevention of Accidents (RoSPA) if a pedestrian is hit by a vehicle travelling at 20mph there is a 2.5% chance that they will be fatally injured, compared to a 20% chance at 30mph. Slower speeds not only reduce the severity of injuries, but also the chance of a collision (road traffic accidents) occurring as people have more time to react. Based on significantly reduced stopping distances – the stopping distance for a car at 20mph is 12 metres and at 30mph 23 metres.

3. What were the accident statistics for Croydon in 2013?

There were a total of 889 accidents which resulted in 1092 casualties. The casualties were broken down as follows:

Pedestrians = 188

Cyclists = 94

Powered two wheelers = 157

Cars = 562

All other vehicles (taxi, bus, Goods, etc) =91

4. Would there be fewer collisions/casualties as a result of the scheme?

That is what we expect. Research by the Department for Transport (DfT) shows that a 1mph reduction in speed results in a 6% reduction in collisions so, even a modest reduction of 1mph average speed would theoretically result in 53 fewer collisions a year in the whole of Croydon (based on 889 collisions for 2013). The Croydon 20mph will not be covering the 'A' road network, therefore the actual reduction in accidents could be lower than the theoretic 53. However, if the actual reduction of speed is lower than the accepted 1% the reduction in accidents could be even higher. In Portsmouth, vehicles slowed on average by 1.3mph and collisions reduced by 21%.



5. How will the proposal be introduced?

The council will use your response to determine the level of support/opposition for the proposal and provide statistical information to the Cabinet Member for Transport and Environment. If sufficient support exists, the council will then commence a statutory consultation allowing people to formally make representation. These will be considered by the council's Traffic Management Advisory Committee (TMAC) before a final decision to proceed or not proceed with the scheme. If the decision is to proceed the council will aim to implement the scheme in the 2015/16 financial year. (See also question 9).

6. Why is the current proposal to be in the north of the borough only?

We propose to extend the maximum 20mph speed limit to the whole borough over a period of three years subject to consultation. The three year plan is necessary as the borough is too large and has too few existing 20 mph roads to attempt to do it all in one year.

7. Why was the north of the borough chosen first for the maximum 20mph speed limit proposal?

We have had many requests from residents in the north of the borough for 20mph speed limits to be implemented and therefore we consider to be the right starting point. However other areas will be considered and similar opinion surveys carried out over forthcoming years.

8. How will my view count?

For a successful outcome, it is important that local residents and businesses support the proposal. The council will use your response to determine the level of support/opposition for the proposal and provide statistical information to the Cabinet Member for Transport and Environment. If the decision is made to proceed, then the next stage will be to undertake a statutory consultation in order to make the necessary Traffic Management Orders (TMO).

9. What is a TMO and how does an opinion survey differ from a statutory consultation?

A Traffic Management Order (TMO) is the legal document that creates local traffic rules and requires road users to obey certain conditions, such as, one-way systems, speed limits, weight limits, loading and waiting restrictions, etc. They are necessary to give legal effect to road signs that impose restrictions on traffic, without which enforcement would not be possible.

Before a TMO can be made and confirmed, the council has a legal duty to publish the 'Notice of intention' to make the Order and allow anyone wishing to write in and object a 21 day period within which to do so. The council then has a duty to consider all material objections before deciding whether or not the order should be made. This process is known as the statutory consultation. A statutory consultation cannot limit who can or cannot write in whilst an opinion survey can be limited to residents/businesses within a certain area. An opinion survey is not a legal requirement, however these are often done simply to see the level of support before deciding to undertake a statutory consultation.

10. Why has the council restricted the responses to be considered to one per household/business?

We believe that this approach will provide a better representation of each road as a whole rather than enabling those properties with more adults to have a greater influence.

11. How will you treat multiple responses from the same household?

If we do receive multiple responses from a household we will seek to establish the majority view of the responses from that household who support or do not support the proposal based on question 1 in the questionnaire.

12. Are residents / businesses on the boundary roads such as London Road, St James's Road, Northcote Road, Selhurst Road etc. included in the 'opinion survey'?

Residents/businesses situated on one side of the boundary roads are included in this survey but those situated on the opposite side are not. The side included is the one which is nearest to the main survey area. Please note that the red line shown on the mapping (indicating the consultation boundary) would ideally have been better positioned to run along the centre line of the 'boundary roads'. This may have eliminated any confusion however, the clarity in the mapping such as road names would have become illegible. Residents/businesses which are excluded from this particular survey will have the opportunity to comment in the future when the adjoining areas will be considered for a maximum 20mph speed limit. Responses received from outside the survey area will be included separately in the report to the cabinet member for environment and transport though will be given less weight in deciding whether or not the proposal should proceed to the statutory consultation stage.

13. What if some roads in the area do not support the proposal?

The overall response from the consultation area is to be considered as a whole before the decision to proceed is made. In the event that some roads show an opposition to the scheme, whilst the majority show support, a recommendation to proceed with the proposal for the whole area will be made. If the majority in the area as a whole are opposed, the proposal will not proceed under this project. However, the data collected in this exercise may identify potential smaller scale areas for the introduction of 20mph limits in the future.

14. How much will it cost and is it worth it?

Croydon plans to seek resident/business opinion across the whole borough over a three year period. To cover the full borough it will be necessary that the borough be split into five parts with each being considered at a time. It is estimated that each area will cost approximately £300,000 to implement. Assuming that all areas in the borough will support the proposal, to cover the whole borough the cost will be in the region of £1.5 million. Taking the average cost of a collision as £68,320 (DfT 2010), the cost of covering the full borough, approximately equals the cost which would be associated with just 22 accidents.

There are also significant financial savings (e.g. costs to the NHS) that will come with the health benefits if more people chose to walk or cycle as a result of the scheme, because these people will have more active life styles. Air quality will also improve if there are fewer people driving in these roads. There are no cashable benefits to the council, however where implemented, this new approach will be much more cost efficient over time than the previous programme of rolling out 20mph zones and limits in small streets at a time due to economies of scale and more targeted traffic speed.

15. Is this scheme being funded from council tax revenue?

No, this is a Transport for London (TfL) grant available to all London councils to carry out road safety improvements.

16. Why is Croydon choosing to exclude the 'A' road network from the proposed 20mph speed limit?

We believe that maintaining a 30mph on the main road network is important to encourage drivers not to rat run through residential roads. By retaining the 30mph speed limit on the main road network, little would have to be changed in terms of signal timings of main junctions and in turn have minimal effect on journey times.

17. Do the proposals include any physical traffic calming like speed humps?

No traffic calming is required to lower the maximum speed limit to 20mph. Although traffic calming is effective in slowing drivers, it is expensive to install and maintain and therefore should only be considered where it is found that speeds have not dropped to a desirable/acceptable level. Croydon council is therefore not proposing physical features as part of this scheme, however may in the future consider traffic calming measures, if speed continues to be a problem and they are requested by the community. If speed humps are necessary at specific locations, consultations will be carried out in the normal way as part of a new and separate proposal. Existing speed humps will not be removed as part of any maximum 20mph speed limit implementation.

18. What if traffic speeds do not reduce?

Given that many studies where similar schemes have been implemented have shown a reduction, there is every reason to believe that a similar impact would be found here. However, if speeds do not reduce to an acceptable level, there would be two options; namely enforcement by the Police or targeted physical traffic calming in future years.

It is likely that not everyone will drive within the 20mph limit from the outset, but over time, compliance will increase. The Croydon area-wide limit is in line with what other boroughs have implemented in their boroughs and is expected to achieve a similar reduction in speeds. Over time if more and more areas change to 20mph, this will bring about a culture change where it becomes 'socially unacceptable' to drive more than 20mph in residential roads just as drink driving or not wearing a seat belt currently is.

19. How will you measure the reduction in speed?

The council has started monitoring the existing speeds on the network and will repeat this exercise if a 20mph speed limit is implemented. This will allow a comparison between the speeds before and after a scheme goes in. Also see Question 23 in the FAQ booklet which relates to enforcement of any new speed limit.



20. Will the decreased speed limit affect my journey time?

Journey time is dependent on a number of factors of which, an important one is the actual legal speed that a driver is allowed to travel at. Generally side roads/residential roads are a means of access to reach the main road network. Side roads are not designed for through-traffic and rat running is generally objectionable and unsafe for residents. If one considers the extra delay to be just for the part of the journey where one is able to get back onto the 30mph road network then the delay would hardly be noticeable.

However, in reality there are many other factors to take account of and there is no mathematical formula which can provide an accurate prediction as traffic conditions vary all the time. Generally, one should accept that there will be some change but the extent can only be known once a scheme is in place. The disadvantage to drivers is considered to be far outweighed by the road safety benefits. The increase in journey time is also expected to be small in reality.

21. Will parking be affected by this proposal?

Parking will not be affected by the proposed change in the speed limit.

22. Will there be more signage in my street?

There will be some additional signage resulting from the scheme, however this will not only be kept to the minimum but also be an opportunity for the council to look at existing signage and rationalize existing signage. Rationalization of signage can be achieved through a number of ways such as:

- Ensuring that only necessary signage is put up.
- Try and ensure 2 or more signs are put on a single post rather than have the signs on separate posts.
- Ensure where posts are put in, they are done so that they are out of the way of pedestrians by putting them to the back of footways or near to the front and avoid putting them in the middle.
- Try and use existing lamp posts rather than put in separate posts.

The larger signage will be on the 'A' road network where it forms a junction with a side street. Within the residential streets small circular signs measuring 30cm diameter will be placed on some existing lamp columns. No new posts will be required for these smaller signs which are commonly known as repeater signs. Repeater signs are necessary so as to inform warn/remind drivers that they are driving in a 20mph area.



23. Who will enforce the new speed limit?

The Metropolitan Police are responsible for enforcing speed limits in London. Due to very limited police resources enforcement of speeds in residential roads is only done on an ad hoc basis and the same will apply to 20 mph speed limits. In the past, enforcement of 20mph speed limits have not been a top priority, however with the recent change in 'The Association of Chief Police Officers' (ACPO) guidance, the police have become more willing to take enforcement action on 20 mph limits.

Croydon council is not relying solely on enforcement by the police as the solution to ensure drivers respect the new speed limit. Croydon is in the process of undertaking extensive speed surveys in the area before any change is made. Following the proposed changes, the council will repeat these speed surveys at the same locations in order to measure the change in speed achieved and determine general compliance. Where speeds continue to be excessive the police will target such locations for enforcement and the council may look to introduce physical speed reducing measures.

It is expected that the 20 mph speed limit area will create an appropriate environment which will encourage drivers to reduce their speeds. This will be achieved through signage and physical measures, as well as road safety education and promotional campaigns

24. Is the scheme being used to generate revenue for the council?

No. Only the police are legally able to enforce speed limits and revenue from fines goes direct to Central Government. Neither Croydon council nor the Metropolitan police will generate any revenue from this scheme.

25. Which roads are included in the proposed maximum 20mph speed limit?

Please see the plan of the proposals given in the FAQ booklet. Transport for London (TfL) red routes, 'existing 'A' roads (with the exception of Grange Road), private roads in the area (unless clear support is received from it's residents), Lansdowne Place and Fox Hill (unless agreement from London Borough of Bromley is reached), will remain as 30mph. It is also proposed to retain 30mph on Whitehorse Lane and Housing Estate Roads.

26. Are other boroughs considering 20mph speed limits?

Yes. A number of London boroughs have already introduced 20mph limits on their roads including Islington, Camden, Southwark and the City of London. Two neighbouring boroughs, Lambeth and Lewisham are also planning to introduce 20mph limits in the next couple of years. All London boroughs have had a policy and duty to reduce traffic accidents and the most effective method of achieving this has been by ensuring drivers drive at appropriate speed. Localised 20mph speed limits covering a few roads has been the norm till very recently, however as this approach is costly and has a limited effect more and more councils are becoming 20mph borough wide.





North Croydon Area-wide 20mph speed limit
FREQUENTLY ASKED QUESTIONS (FAQS)